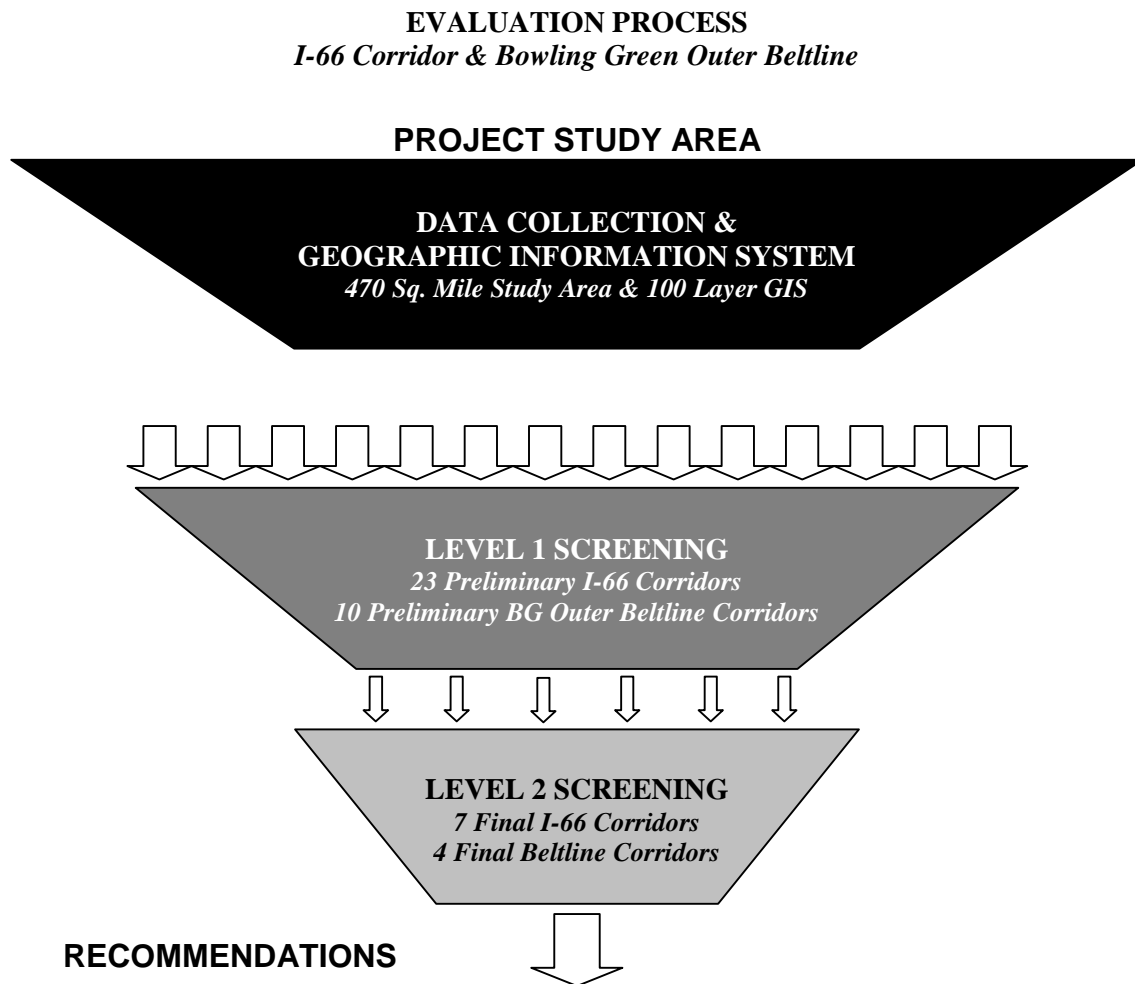




Planning Study & Environmental Overview

EVALUATION PROCESS

The evaluation of alternative corridors for both the I-66 Corridor and the Bowling Outer Beltline is following a three-step process, including Data Collection and Geographic Information System (GIS) Development, followed by a Level 1 Screening of Preliminary Corridors and concluded with a more detailed Level 2 Screening of Final Corridors. The evaluation process is illustrated below.



The evaluation process is initiated at the outset of the planning study with establishment of the project study area. This study area encompasses the vicinity that will be evaluated for location of alternative routes and, in this case, consists of a generally trapezoidal shape stretching from the Louie B. Nunn Parkway, near Glasgow, to the William H. Natcher Parkway, northwest of Bowling Green. Once the study area is established, currently known and published data and information is gathered relating to physical characteristics, the natural environment and the man-made environment. This data and information is then assimilated into a geographic information system (GIS) and utilized to establish the location of 2,000-foot wide alternative corridors.

The Level 1 Screening, which includes a relatively general qualitative analysis focused on the project goals, has been used to identify which of the preliminary corridors merited further consideration for a more detailed evaluation in the Level 2 Screening. The Level 1 Screening criteria consists of a hierarchy of considerations starting with fatal flaws which have the potential to result in a non-permittable action; projects goals which were established at the outset of the studies; major environmental issues which include most of the key natural and man-made resources; major engineering and traffic issues which include length, constructability, and connectivity; and public and review agency input. Each of the preliminary corridors for each project was reviewed under each of the criteria and given a yes/no answer or a high/medium/low rating. The advantages and disadvantages of each corridor have been identified and any corridor not satisfying each of the project goals was eliminated from further consideration.

The Level 2 Screening of the final corridors consists of a detailed quantitative evaluation based on their engineering characteristics and their relative impacts on traffic and mobility, natural and man-made environment and public and review agency input. Following the Level 1 Screening, the corridors that merited further consideration were reviewed and refinements made to avoid certain natural and man-made resources. Each corridor's characteristics and their corresponding impacts were determined and quantified. A detailed matrix of this data has been developed and will be shared with the public and resource agencies for their comment and input.

Following meetings with the agencies and the public, recommendations will be made on corridors to carry forward into the next phase of project development – preliminary engineering and environmental documentation. It is likely that more than one corridor will be recommended to be carried forward for both the I-66 Corridor and the Bowling Green Outer Beltline.